

Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Winter 1991







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 1796, Pioneer Station
St. Paul, MN 55101-0796

EDITORIAL STAFF

Aaron Isaacs.....Editor
3816 Vincent Ave. So.
Minneapolis, MN 55410
Sandra Bergman.....Production Editor
Alan Jensen.....Circulation

CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year change.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, The Jackson Street Roundhouse in St. Paul, the Stillwater & St. Paul Railroad in Stillwater and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$25	Family	\$30
Sustaining	\$50	Sponsor	\$100

Public Information
(612) 228-0263

Member Information Line
(612) 228-9412

MUSEUM OFFICERS

Chairman	John Diers
Vice-Chairman	Art Nettis
Secretary	Aaron Isaacs
Treasurer	Louis Hoffman
Director	Tom Mega
Directors at Large	Art Pew Ross Hammond Tom Kolar

TREASURE HUNT

Can any members donate any of the following items?

- A laser printer for the Minnegazette Editor.
- A Macintosh computer for the new General Manager
- An automotive mechanic to go over MTM's various trucks, forklifts, generators, etc.
- White oak and cyprus wood for the Minnehaha steamboat. Also #12 4 inch wood screws and authentic streetcar boat fittings (we know they're out there somewhere).
- A postage meter with attachments like an envelope sealer.
- A tie inserter for Stillwater and Como-Harriet.

CORRECTION

The 1990 Membership Directory had incorrect phone numbers for the Como-Harriet car barn and depot. The correct numbers should be:

Car barn 925-3543 and
Depot 925-3716.

The Mack bus roll sign shown in the last issue is the property of Fred Beamish, who has graciously loaned it to MTM.

REMEMBER MTM IN YOUR WILL

That sounds pretty morbid, but many of our members are getting along in years. They have collected photographs and memorabilia of Minnesota railroads and streetcars that could be lost when they die. Members should consider willing items of historic interest to MTM.

Naturally, financial bequests will also be welcome. The MTM Board has established an endowment fund to finance the long term future of the organization and its collection.

THANKS FOR YOUR GENEROSITY

To Midwest Communications for their gift of \$500.

To Mrs. Goodrich Lowry for her gift of \$1000 to the Steamboat Fund.

To the Donaldson Co. for their gift of new air filters for diesel #102.

To the mechanics at the MTC Overhaul Base for restoring and installing the new hood ornament on GMC bus #1399.

To Mrs. Betty Rose for donating steam engines and boiler to the Steamboat project.

To Ron Breckner and Data Sales Co. for transporting Mrs. Rose's donations from California for free.

To Frank Sandberg for donating \$1,000 to the "Save Stillwater" fund.

IT'S SURVEY TIME

The 1991 Railroad, Traction and Steamboat surveys have been mailed out to all members. If you are interested in volunteering this year, please fill out the appropriate survey and mail it in. If you mislaid yours contact Art Nettis (Railroad), Curt Allen (Traction) or Leo Meloche (Steamboat).

MEMBERSHIP RENEWAL

Just a reminder that all memberships that expired on Dec. 31, 1990 must be renewed by Feb. 1 in order to receive the next Minnegazette. Send your check to MTM, 4707 Lyndale Ave. N., Minneapolis, MN 55430.

Front Cover-Soo Line 4-8-2 #4007 raises a tall plume as it enters Shoreham yard with a 20-car ski train to Dresser, WI on Feb. 6, 1955. Ray Norton collection.

Inside Front Cover - Say, this would make a great light rail corridor. This is University Avenue looking west at Dale Street about 1950. The double bill of "Africa Screams" and "Massacre River" is playing at the Faust Theatre. Minnesota Highway Dept. photo, Ramsey County Historical Society collection.

CHAIRMAN'S MESSAGE

-John Diers

Before starting, I want to express my thanks and appreciation to the volunteers who made my year as Railroad Vice President so satisfying. The Stillwater operation improves every year, and this only happens because of their hard work and spirit of cooperation.

For 1991, here are my personal priorities. In order for the museum to prosper in the long run, we must continue to move beyond just running trains and trolleys. We must always remember that the goal is to preserve and interpret Minnesota transportation in its proper historic context.

Transportation equipment did not exist in isolation. It was part of people's lives, which is why it has such a powerful attraction. When the public visits us, we reawaken their memories. However, even that will not continue. At age 46, I'm reminded that my generation is the last with any immediate memory of steam locomotives and streetcars. My parents' generation, now in their 60's or older, is the last to have experienced it as adults. It won't be too long before these people are gone, and it will be left to us to make the past understandable to a new generation.

To begin this process of keeping the past alive, we need a professional General Manager. Originally the Board intended to hire someone by January 1991, but a shortage of funds precluded hiring someone until next summer. Nonetheless, installing professional management is my top priority for 1991.

The next step is to create an organized fund raising effort. There is money available through grants, corporate sponsorships, an increase in individual memberships, and the sale of surplus equipment. Last year an Endowment Fund was

created, and the first thousand dollars was deposited in it. I am determined that we will begin saving for the future.

Expenditures on track and equipment and other operating expenses will be watched more closely. Approval will not come as easily as before. Given the revenue growth of the past few years, it was easy to spend freely. There were also too many crisis situations that forced the expensive solution. I intend to hold people to their budgets. I want them to plan ahead and learn how to prevent the crises. It's not that hard to do.

In addition to the above I hope we can accomplish the following during 1991:

Como-Harriet Streetcar Line

- Begin the restoration of the PCC cars and make plans for the next car barn.
- Complete the interior display and furnishings of the Linden Hills Depot and landscape the exterior.
- Complete car #78 and put it in regular service.

Stillwater & St. Paul Railroad

- Reach a favorable resolution of the political situation in Washington County.
- Upgrade the condition of the passenger cars, including a regular

cleaning program.

- Actively market charters to schools, senior groups and tour groups.
- Increase the concession sales.
- Remove all scrap ties from the property.
- Document and resolve all encroachments on MTM property.
- Continue to train, upgrade and professionalize the train crews.
- Continue to increase the number of working volunteers.
- Continue to dispose of surplus equipment.

Jackson Street Roundhouse

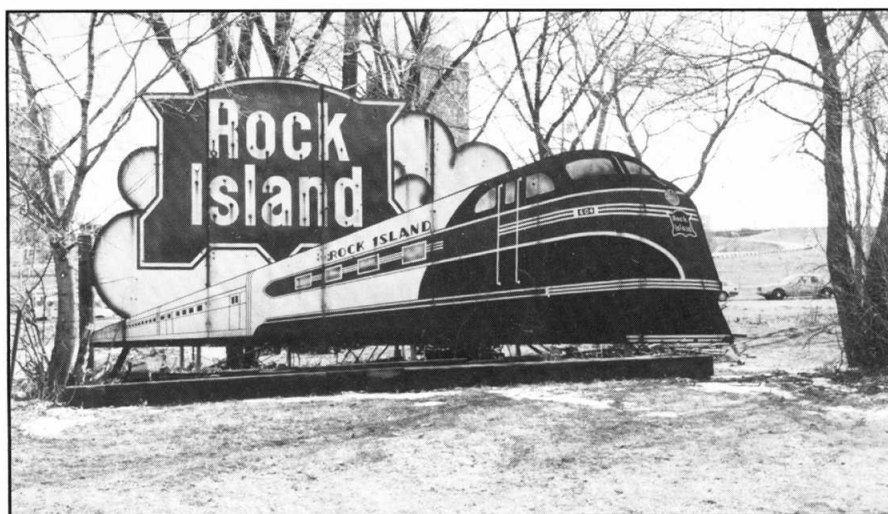
- Resolve the pollution problem.
- Continue the cleanup of the grounds.
- Build the expansion of the Lester building.
- Hold an open house for the public.

Steamboat Division

- Finalize restoration plans for the Minnehaha.
- Acquire a streetcar body as the basis for cabin restoration.
- Begin restoration of the steam engine.
- Acquire a boiler.
- Continue fund raising efforts.

Other Projects

- Repaint the Minnehaha Depot.
- Begin an Oral History Project.



This sign used to adorn the Rock Island produce house where the Metrodome now stands. It now sits in a private yard a few blocks away, overlooking I35W. Benn Coifman photo.

- Do a major membership drive.
- Establish a network of Honorary Directors who can help the museum.

There is much to do, as always. I look forward to an exciting and productive year and hope you will join in the effort.

BOARD OF DIRECTORS

SEPTEMBER 1990

- Authorized the sale of the D-8 Caterpillar tractor and the large crane located at the Jackson Street Roundhouse.
- Accepted the donation of the 1939 Lake Minnetonka tugboat "Toot" by the Minnetonka Boat Works.
- Continued the discussion of the proposed General Manager's job.

OCTOBER 1990

- Approved the General Manager job description.

NOVEMBER 1990

- Elected officers: Chair-**John Diers**, Vice Chair-**Art Nettis**, Secretary-**Tom Mega**, Treasurer-**Louis Hoffman**.
- Installed **Art Pew**, **Ross Hammond** and **Tom Kolar** as Directors at Large.
- Approved the Como-Harriet long range plan.

DECEMBER 1990

- Approved the budgets for the General Fund and the Traction Fund.
- Discussed and laid over the budgets for Railroad and Jackson Street Roundhouse until the January meeting.

THE NON-1522 TRIP

The Victorian Express was a great success despite the no-show of Frisco 4-8-2 #1522 and the last minute chaos surrounding motive power, the engine crew, and whether or not the Soo Line would cancel the trip.

The trip was sponsored by the Winona County Historical Society in conjunction with its annual Victorian Festival in Winona. They hired Iron

Horse Ltd. to run the trip. The company is headed by former Minnegazette Editor **Dennis Johnson**. MTM's **Steve Sandberg** was hired to procure equipment.

As has been reported widely in the railfan press, #1522 made it to Old Monroe, MO, where a pilot truck bearing overheated and was replaced. The engine limped as far as Augusta, IL, where the problem recurred. An emergency pit was dug under the engine, and the whole axle was removed and taken to Galesburg, IL for repairs. It overheated again at East Moline, IL, and again north of Bettendorf, IA. At this point the Soo Line decided to cancel the steamer. Despite heroic efforts, there was simply no way to fix the engine in time to make even the Sunday trip. #1522 turned back towards St. Louis, suffered yet another overheat, and wound up being repaired at BN's Galesburg shop.

When reports of the hot bearing reached the Soo Line on Oct. 2nd, they offered diesels for the trip. On Oct. 4th, satisfied that the big engine was not mechanically sound, the Soo Line informed Iron Horse Ltd. that steam was cancelled. Then on Oct. 5, the day before the first trip, the Soo Legal Dept. discovered that providing power and crews would create liability not covered by the excursion contract. They cancelled their offer of diesels.

Friday was spent in hectic confusion. The problem was solved when operator Iron Horse Ltd. flew two 2-person Amtrak engine crews up from Chicago. Soo Line, meanwhile, had determined that it could use its own diesels, so long as they were company owned, not leased from another party as many of them are.

Despite everything that happened, the trips came off amazingly well. Written explanations of the steam engine's absence were distributed to all passengers. The Saturday trip was a complete sellout, carrying a sellout load of 1200 from St. Paul to Winona and another 1200 from

Winona to La Crosse. It left St. Paul about 30 minutes late, but arrived early in Winona, due to the cancelling of all photo runbys. The only problem was that first class was oversold by 15-20 people. This was solved by seating people in one of the dome cars.

The Sunday trip carried 800 to Winona and 1200 to La Crosse and ran on time both ways. Johnson feels that Sunday would have been a sellout as well if the 1522 had made it. There would have been extensive media coverage of its arrival. Despite the disappointment that steam was cancelled, Johnson says that nobody asked for a refund. He said that of the three dozen letters he received afterwards, only three were negative.

Train riders spent the afternoon touring Winona and participating in the Victorian Festival. In the opinion of this writer, the train people were the majority of the crowd. Shuttle buses carried people around the town, although many walked.

MTM supplied half the car attendants. The rest came from the Historical Society. The trip managers afterward said that the MTM people did a fine job.

Financially, Johnson says the train broke even. Before he wrote the budget, he reviewed the cost of other recent excursions around the country, then added 50%. In the end, he says, the cost overrun was 100% and that eliminated any profit. The biggest cost was the 1522. Even though it didn't show, its owners received over \$30,000. The BN and Soo Line charged an additional \$15,000 for deadheading it as far as it got and back.

Added to that was the cost of the Amtrak crew, including their food and lodging, and the cost of the substitute Soo Line diesels. Finally, there were some unexpectedly high costs to ship passenger cars. The nine from Indiana cost over \$27,000.

Even after all the headaches, Johnson says he can't wait to do it again.

MORE RAILS TO TRAILS

More abandoned rail lines have been converted to multipurpose trails. The first two-mile phase of the Willard Munger Trail has been paved from I35E and Arlington Ave. in St. Paul to a point next to Keller Golf Course in Maplewood. This is the former Wisconsin Central line to North St. Paul and Scandia that intersects the Stillwater & St. Paul at Duluth Junction. According to the DNR, paving will be completed through Duluth Junction to the trail's end near the St. Croix high bridge by next fall. It will total about 18 miles.

The Hennepin County Regional Railroad Authority owns the ex-Minneapolis & St. Louis from Minneapolis to Victoria. Although purchased for potential light rail use, the county has permitted municipalities to upgrade it as a graveled trail, suitable for biking.

Two sections have been completed. The eastern one runs from Hwy. 7 and County Road 73 in Minnetonka through Deephaven to Lyman Lodge in Greenwood, a distance of seven miles. The western section, to be completed this year, runs six miles from County Road 19 in Shorewood to just beyond downtown Victoria.

In 1987 the Minnegazette reported that the DNR's Root River Trail in southeastern Minnesota was five miles long. It has since grown to 38 miles long, extending from Fountain to Rushford. It follows the former Milwaukee Road Austin-La Crosse route. Once opposed by adjacent landowners, the trail has been a shot in the arm for the local tourist economy. Other towns are now requesting extensions. It is very scenic, and features 3% grades on the west end near Fountain where it descends into the Root River valley.

TRACTION REPORT

-Louis Hoffman

Linden Hills Depot Opens

The Linden Hills Depot opened officially on Sat. Oct. 6. **Mary Jones** was the first official station agent. Painting was completed the previous weekend by **Mike Olson**, a local contractor and Chair of the Linden Hills Neighborhood Association. He gave MTM a discount, and the painting bill came to \$450. **Roy Harvey** painted the railings to match the trim and will paint the foundation next spring. Then **Mona Isaacs** will landscape around the foundation.

This writer donated a ceiling fan for the interior, as well loaning his kitchen table as the temporary

souvenir counter. Part of the MTM traveling display was set up inside. **Roy Harvey** donated and installed antique-style light fixtures.

The permanent display cases and ticket/souvenir counter are being designed by **Norm Podas** and will be built by **Bob Dumas** over the winter. **Mike Buck** will put together the permanent exhibits.

The plan is to have the depot open every day, and to staff it on Fridays, Saturdays, Sundays and Holidays. This will require 114 agent shifts next year. We can do it if every CHSL volunteer serves as an agent just once during the season. So fill in the station agent blank on your survey.

Gas Heat for the Car barn

After years of chilly work sessions, the maintenance barn now has a gas heaters. They were installed in late November, along with a gas line. Minnegasco did the work and supplied the equipment, all at a substantial discount. The total cost was \$1800, or less than half price. **Roy Harvey** oversaw the project. Besides heating the buildings faster than before, gas heat promises to save money in the long run. Thanks to the Park Board and Assistant Superintendent **Al Wittman** for moving the project through the approval process, and thanks to Minnegasco and Account Executive **Jack Duchow** for their help and generosity.

1990 Ridership

44,410 passengers rode CHSL in 1990, down from 45,950 in 1989. The record is 51,794 in 1977. Out of twenty seasons, 1990 ranks tenth. The cumulative total is 873,368. At this rate the one millionth passenger will be carried by Spring 1994. Listed on the next page is the month by month ridership for regular and charter operations. Due to unseasonably warm weather in November, an extra weekend was run just to see what would happen. It netted 116 riders.

Thanks to all who made the year



The newly painted Linden Hills depot. Louis Hoffman photo.

1990 CHSL Month By Month Ridership Totals

	May	June	July	Aug	Sept	Oct	Nov	Total
Regular	3,150	9,863	12,768	9,585	4,622	1,369	116	41,473
Charter	133	446	1,084	871	353	139	27	3,053
Total	3,283	10,309	13,852	10,456	4,975	1,508	143	44,526

possible. A special thanks goes to the crew callers, **Mike Buck** (foremen) and **Al Jensen** (operators), to **Ione** and **Jack Gordon** and **Pat Harvey** for coordinating charters, and to **Dewey Hassig** for scheduling station agents.

Send in Your Surveys

The 1991 Traction Survey was mailed shortly after New Years to all MTM members residing in the Twin Cities metro area. If you haven't received yours, or if you live outside the metro area and want to help, please call **Karl Jones** at 427-7891. Please return it by March 1.

The greatest need is for more operators, station agents and crew callers. Even with over 80 volunteers, there is an occasional scramble to fill vacant shifts at the last minute. We especially need people for charters,

usually on weekdays. If you can help, please sign up for the Motorman Training Program, which will begin in late April.

Crew calling is an important job that is very hard to fill. We need more people to spread the work around. If you can help out, please call **Louis Hoffman** at 788-7755.

Funds Needed for PCC Restoration

PCC cars #322 and #416 are here, but the real work and expense is yet to come. This winter **George Isaacs** and **John Diers** will be planning how best to restore them. One thing is certain—it will cost a great deal of money. At the rate CHSL takes in revenue, it will take several years to save enough for the new car barn, let alone car restoration.

To speed up the process, the Traction Division is appealing for donations that will go into a dedicated PCC Fund. We have some special premiums for members who donate \$20 or more. A cache of hard cover, pocket size Twin City Lines trainmen's and bus driver's rulebooks was discovered at MTC a few years ago. We've been saving them for just such an occasion. Originally issued on July 1, 1950, most are in brand new condition. They urge TCRT employees to "...adhere to the principles of clean living and decent

conduct so that they may be prepared at all times to meet the responsibilities of their position with that alertness of mind and body that is essential to the safe and efficient operation of a public transit system!". Pretty stirring stuff, eh? Yours for a \$20 donation.

While they last, donors of \$60 or more can obtain an original TCRT "Entrance/Exit Only" sign. These were mounted in the front gate side window. They advised passengers whether to board at the front or rear of the car, depending on whether or not there was a conductor.

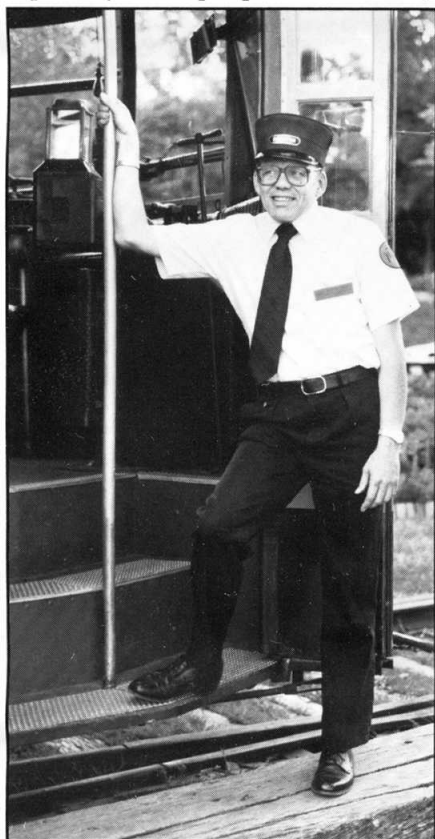
Donors of \$75 or more will receive both the sign and the rulebook. Please send your donation to: MTM PCC Fund, 4707 Lyndale Ave. N., Minneapolis, MN 55430.

RAILROAD REPORT

New Ridership Record at Stillwater

For the fourth straight year, the Stillwater & St. Paul carried a record number of riders. 22,239 rode regularly scheduled trains, versus 19,958 in 1989, an increase of 11%. In addition, charter ridership was 2013, up from 970 in 1989. Total ridership was 24,252 for 1990, up 16% from the 1989 total of 20,928. The totals by month are shown in the table below.

1990 got off to a much quicker start than 1989. It appears that more people knew about us. Ridership stabilized at about 400 per day through the summer. There is always a slump after Labor Day, but this year was even lower due to wet



John Prestholdt with #1300. Louis Hoffman photo.

Stillwater & St. Paul Month by Month Ridership Totals

	May-June	July	Aug	Sept	Oct	Total
1990 Regular	3,650	5,142	3,458	4,102	5,887	22,239
1990 Charter	483	355	80		1,095	2,013
1990 Total	4,043	5,497	3,538	4,102	6,982	24,252
Avg. Daily Riders	304	467	432	372	736	485
1989 Regular	2,074	3,989	3,747	4,014	6,134	20,928
1989 Charter			70	900		970
1989 Total	2,074	3,989	3,817	4,914	6,134	20,928
% Change	+95%	+38%	-7%	-17%	+14%	+16%



A record consist of seven cars carried up to 429 passengers in a single trip on the fall colors weekend of Oct.13-14, 1990. The big train made five round trips. Shown here is the downhill movement, taken from the cab of trailing diesel #102, with #328 leading the consist backwards. Art Nettis photo.

weather, which continued into the Fall.

Fall colors is by far the heaviest time of the year. It started and ended later this year. That, combined with the rain, depressed ridership at first and for a while it looked unlikely that a record would be set. There was also an unfortunate situation the weekend of Oct. 6-7. MTM had committed two cars to the Victorian Express. #1096 was put into service for the occasion. However, its brake shoes, which had been ordered weeks before, were not delivered in time. The shoes were removed from one truck of #1097, taking it out of service for the weekend. Stillwater was left with a four-car train capable of carrying only 250 people. About 350 were turned away that weekend, the only time it happened all season.

Oct. 13 saw all seven operational passenger cars at Stillwater. Steam engine #328 and diesel #102 doubleheaded a seven car train. With a capacity of 429 it was the biggest train ever run at Stillwater. As a result, a one-day ridership record of 1388

was set on Oct.13.

Charter business continued to



The RPO guys helped fix up and return NP triple combine #1102 to service this year, so they could do this. Bill Marshall is retrieving a freshly hooked mail bag at Oak Glen. Bill Marshall collection.

develop this year. Tuesday became the regular charter day, with additional groups riding the regular weekend trains. Most of the groups came from schools and other nonprofit organizations. It quickly became clear that they could not afford the charter rates approved by the Board earlier in the year. A lower ad hoc rate was created and 8 extra trains were run. The formally adopted rates will be revised this winter.



#105 now wears the functional and appropriate garb of a Northern Pacific switcher. There was an NP #105 (it was a slightly different model) and EMD switchers were Stillwater regulars for many years. Gordon Schafer photo.



The big track project this year was Neal Ave. to Summit, and now it looks like this. Bill Graham photo.

Other Notable Stats

There were 50 days of regular S&StP operation in 1990, down two days from 1989. #328 ran on ten days. 169 scheduled trips were run, totalling 2688 miles, down from 2760 miles in 1989. Three trips were lost due to mechanical problems this year, versus a perfect zero in 1989.

Ridership broke down as follows:

	Adults	Children	Seniors	Members/Passes
1990	54%	28%	15%	3%
1989	45%	40%	13%	1.5%

Thanks to Tom Dethmers and Casey Johnson for compiling the stats.

Equipment

Diesel #102 was the workhorse this summer. #105 received a repaint into Northern Pacific colors, but was sidelined with electrical

malfunctions. It finally was fixed at the end of October. For the first time, its transition is now working, making it much faster and promising better fuel economy. Steamer #328 saw ten days of service, an increase from 1989. Except for some firing mistakes by inexperienced crew members, it performed well.

Starting Oct. 6, MTM had seven operational passenger cars-Rock Island #2604 and #2608, GN #1096, #1097, #1213, and #A-11, and NP triple combine #1102.

MTM continues to sell unneeded equipment. The D-8 Caterpillar tractor and the mobile crane stored at Jackson Street were sold for \$3500. Both were in need of much repair. Currently for sale are at least two of the ex-LST&T NW2 diesels, a large quantity of airbrake equipment, and old machine tools. In addition, metal scrap is sold whenever possible. The GP9 cab was recently cut up. Any members who know of willing

buyers for surplus equipment should contact Steve Sandberg at 688-7282.

Equipment priorities this winter include installing modern air brakes on the Rock cars, finishing up #1096, plus the never ending work on #328. Members are encouraged to show up at Jackson Street any Wednesday evening or Saturday morning. There's always plenty to do, and the crew will make you feel welcome.

Track and Maintenance of Way

\$35,500 was budgeted for track and M of W in 1990. We spent over \$78,000. This rather shocking overrun was due to several items. We grabbed the chance to buy 1200 ties from the recently abandoned BN "Scalley" line at a bargain price. The FRA appeared unexpectedly and found track defects that needed immediate repair. The major track rebuilding from Summit to Neal Avenue came in somewhat over budget, because we underestimated the number of ties needing replacement. The crossing signal at Manning Avenue was struck by a car and needed repairs. It was also moved back from the road about four feet. And last, professional surveyors began documenting the various encroachments on MTM property.

Having spent all that money, however, we now have a Class II railroad with no slow orders. It is good for 35 mph, although we are limited by the FRA to 20 mph, because the locomotives lack speedometers. As a sidelight, the FRA cited the BN for a large number of defects in the Stillwater yard, including some broken rails. BN has made the required repairs, which will reassure our crews considerably.

The Maintenance of Way crew continues to make small but noticeable improvements along the line. Larry Schulte removed much of the brush that restricted visibility at Lofton Ave. crossing. The loading platform is now complete at Duluth Junction.

The FRA Cometh

As announced in the previous Minnegazette, the FRA has begun to actively regulate the Stillwater line. Track and equipment inspectors wrote up a number of defects, most of them minor. All have been repaired. Three slow orders were placed on the track. They required the replacement of about 80 ties to correct.

In November, S&StP officials met with **Dave Blackmore**, head of the local FRA office, and his inspectors. We got to know each other, and they walked us through each of the areas of regulation. The primary change is that documentation of everything will increase. This includes records of track inspection and repairs, train crew hours, locomotive inspections and repairs, crew training and more.

It may sound like a lot of work and it is, but it will make for a safer, more professional railroad.

As this is being written, FRA's Washington headquarters will soon be announcing a new policy covering non-common carrier tourist railways.

Washington County Blues

The last Microgazette gave just a thumbnail description of the latest



With Ward Gilkerson in the fireman's seat, #328 eases west out of Summit. Benn Coifman photo.

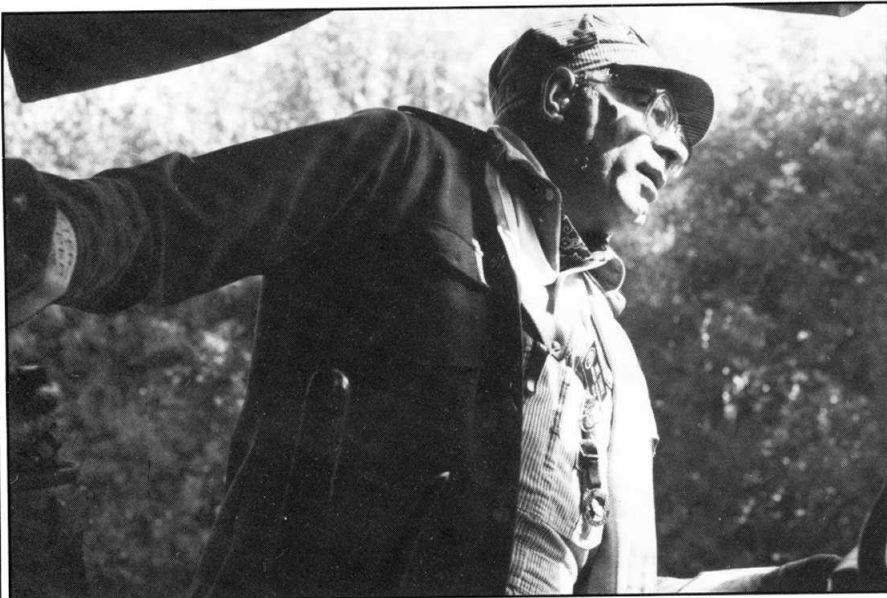
assault on the S&StP. It began this summer when a group of residents led by **Jim Kinder** circulated a petition. Kinder lives in the house with the private grade crossing just west of Lofton Ave. The petition was directed at the Washington County Board. It asked them to shut down the railroad because they alleged it to be a non-conforming land use

under the zoning code. The Washington County code applies in the townships of Stillwater and Grant, which are unincorporated. It does not apply within the City of Stillwater.

The petition was signed by 166 persons residing in over 90 homes. All are located within two or three blocks of the track. The petition was sent to the county and to Sen. Boschwitz's office.

Upon receipt, the county staff referred it to the County Attorney's office for an opinion. MTM was given the opportunity to comment, which we did. We stated that as a railroad we aren't subject to local regulation, and even if we are, the use is grandfathered because it predates the ordinance and it has never been interrupted.

At the end of October the resident group asked to appear before the County Board. They spoke, as did **Pres. Aaron Isaacs**. The County Attorney unveiled his opinion at that time. He stated that the railroad was indeed a non-conforming land use with no grandfathered rights,



Mike Schmitz at the throttle. Benn Coifman photo.

because it was no longer a common carrier as defined by the ICC. However, he felt that the county could not shut the railroad down outright for two reasons.

First, it is non-conforming only in residential districts, and runs through some land that is zoned agricultural.

To deny us the use of properly zoned land would expose the county to a suit from MTM for loss of the use of our property. Second, there was a petition in 1983 that urged BN to donate the line for excursion use. It was signed by most of the County Board, the County Administrator and

the County Attorney.

The opinion went on to say that the County could "regulate" the railroad, but only if new language was added to the zoning code. The Board then referred the matter to the Planning Commission for further consideration.

The Planning Commission met late in November. It decided to have the staff hold a meeting between the two parties in January to see if a compromise could be reached. As this is written, compromise seems unlikely, because the resident group has publicly declared that they will file a class action lawsuit for "nuisance damage" if the county doesn't shut us down.

Despite these threats, official MTM policy is to meet and try to seek a compromise. If none is possible, at least we can say we tried, and no one can accuse us of not making an effort.

MTM has retained attorney **Tony DeRungs** of Spence, Rieke & Thurmer to represent us. The firm does contract legal work for BN and DeRungs is experienced in this kind of law. **Mary Cosgrove** is providing us with professional public relations assistance. **John Diers** is MTM's spokesman. No other member may speak for the museum without his permission.

The "Save Stillwater" fund needs money to keep the fight going. Send your contribution to "Save Stillwater", MTM, 4707 Lyndale Ave. N., Minneapolis, MN 55430.

Moving out of the Commercial

MTM still has equipment and miscellaneous property at the Minnesota Commercial roundhouse, including 4-6-2 #2156 and tender, Plymouth #61, CB&Q doodlebug #9735 and NP baggage car #234. We pay \$1000 a year in rent. The plan is to move everything to Jackson Street, hopefully in the spring. Look for announcements of work parties.



Bill Bruce pulls the pin as #328 starts its runaround in Stillwater. That's newly painted #105 on the siding. Benn Coifman photo.



Not a very good photo, but it's the first the Editor has found showing one of the Milwaukee Road's open platform triple combines in service, presumably in Minnesota. John Malven photo. Ray Norton collection.

Seven Car Trains

Before this year no one thought it was possible, but the S&StP ran a series of seven car trains during the busy fall colors weekends.

October 1989 had seen the first five car trains, carrying loads of 325-350 passengers. At the time, everyone was amazed at the public turnout. It was agreed that we would be ready for more this year.

The seven car operation took two forms. The first, and ultimately the preferred, option was a single train with two locomotives. For example, on Oct. 13, #328 led the train up the hill, doubleheaded with diesel #102. At Duluth Jct., #328 uncoupled at the

usual spot, pulled ahead to the end of track, and then backed up into the clear on the runaround track. #102 then pulled the train to the end of track, which allowed #328 clearance to complete the runaround and couple on the other end for the run back to Stillwater.

The meets with the Zephyr at Summit took place with but a few feet to spare. The Zephyr would stop on the main line just short of the fouling point and then wait as the MTM train pulled around it on the siding.

For the second and third trips on Oct. 13, the consist was split into two trains that ran ten minutes apart.

#328 got the three open windowed cars, while #102 pulled a matched set on GN streamlined equipment. At Duluth Jct., the two trains cooperated in the runaround in a similar manner to that described above, then separated and returned to Stillwater ten minutes apart. Once again, the Zephyr waited at Summit for both trains to clear.

After two trips, it was decided that the single train option was easier and less time consuming. It was used on every trip on Oct. 14. Four trips that weekend exceeded 400 passengers, with the record being 429 on the Sunday noon trip.

#9735 IN TRAINS ILLUSTRATED

Imagine the Editor's surprise when he opened up the latest issue of Trains Illustrated and saw MTM's own doodlebug galloping across the Illinois prairie, in color. It seems that in 1969 the car was being used to power light local freights out of Bushnell, IL. It was equal to the task, and crews appreciated its tall gearing that made 50 mph running possible between towns. The photographer bemoans that the car is long gone, not realizing that it's now in the MTM collection. A letter has been sent to the magazine to put matters straight. If anyone else has photos of #9735 in service (including its later days on the Southern Iowa), please send them in.



The "down" train, as the British would say, crosses McKusick Road. Aaron Isaacs photo. Monster telephoto lens courtesy of Hudson Leighton.

MTM Grants a Wish



Honorary Engineer Aaron Lien. Tom Neuhaus photo.

Aaron Lien is ten years old. For the last five years he has been fighting a brain tumor that threatens his life. He has always liked trains. On Oct. 14, 1990, he spent the day as honorary engineer at Stillwater. Aaron and his father Russell rode in the cab of #328. Eighteen family members and friends from as far away as Iowa and Wisconsin traveled in style in business car #A-11. Aaron was given a proper engineer's cap to take with him. Thanks to Tom Neuhaus for making the arrangements.

STEAMBOAT REPORT

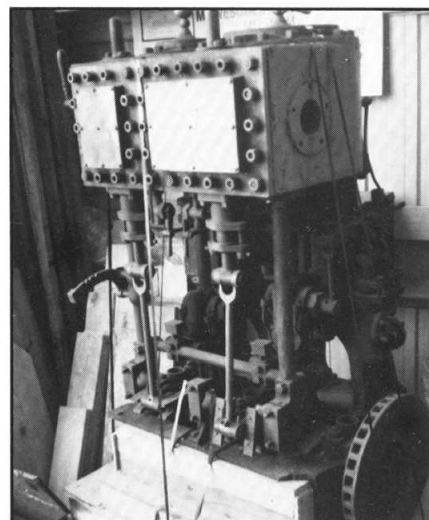
After much looking, we've finally acquired an appropriate steam engine for the Minnehaha. It comes in the form of a donation from Mrs. Betty Rose of Sherman Oaks, CA. Her late husband, David Rose, was a well known orchestra leader and composer. During his 60 year career he collected 6 gold records and 5 Grammy awards. He wrote music for numerous television shows and worked with entertainers such as Bob Hope, Jack Benny, Frank Sinatra and Fred Astaire.

He was a steam enthusiast, and since he passed away earlier this year, his widow has been considering how to dispose of his collection. It includes several steam launches, 7.5 and 5 inch gauge live steam trains, and about 200 steam engines and models of all types and sizes.

Mrs. Rose responded to an ad that Leo Meloche placed in Steamboating Magazine. In December he traveled to Los Angeles to pick up the engine. At the time it was unclear if it would be big enough, but in fact it appears to be. Apparently built in the early 1900's, it came from an 80 foot Swedish ferry boat called the Djungarden. A compound engine, it stands 50 inches high and carries 100 pounds pressure.

Mrs. Rose also donated a large boiler, a small boiler (neither large enough for the engine) a generator, a small stationary steam engine and a third small engine lettered "Beelee Bros. Steam Garden Tractor Co. of Mpls.". Perhaps some member can shed a little light on its history.

Ron Breckner of Data Sales Company donated the transportation of these items from



The Minnehaha's new engine. It stands about 4 feet high. Leo Meloche photo.

California. They arrived at the boat building on December 14.

As the Board of Directors notes show, MTM now owns a second boat. Named the "Toot", it's a lake tug built by Minnetonka Boat Works in 1939. It has a Chris Craft engine. It's now in storage at Delano.

This winter will be spent planning and fund raising. Contributions are always welcome. Anyone interested in touring the boat building should contact Leo Meloche at 470-1770.



Bob Bolles leans on the tugboat Toot, the latest addition to the MTM navy. Leo Meloche photo.

STEAM LIVES AT ROLLAG

Every Labor Day weekend, the smell of coal smoke drifts over the hills near Rollag, MN, 30 miles SE of Fargo. The Western Minnesota Steam Threshers Reunion (WMSTR) is putting on its big annual show. There is every kind of tractor, stationery engine and piece of farm equipment ever built within the grounds, and they all seem to be running at once. However, unlike most threshing shows, this one features a railroad and a real locomotive.

Soo Line 0-6-0 #353 was sold to Koppers Coke in the St. Paul midway and was the last working steam engine in the Twin Cities. Upon retirement, it was donated to MTM, and spent several years sitting outside the Minnesota Transfer roundhouse. By 1972, it was clear that MTM had no plans for it, so it was sold to the Threshers. They restored it (see accompanying story) and now it runs every year.

Tom Dethmers and the Editor made the pilgrimage last year. #353 is not 100% prototypical, sporting a tube cowcatcher instead of footboards, and a silver smokebox. It pulls a string of wood boxcars and



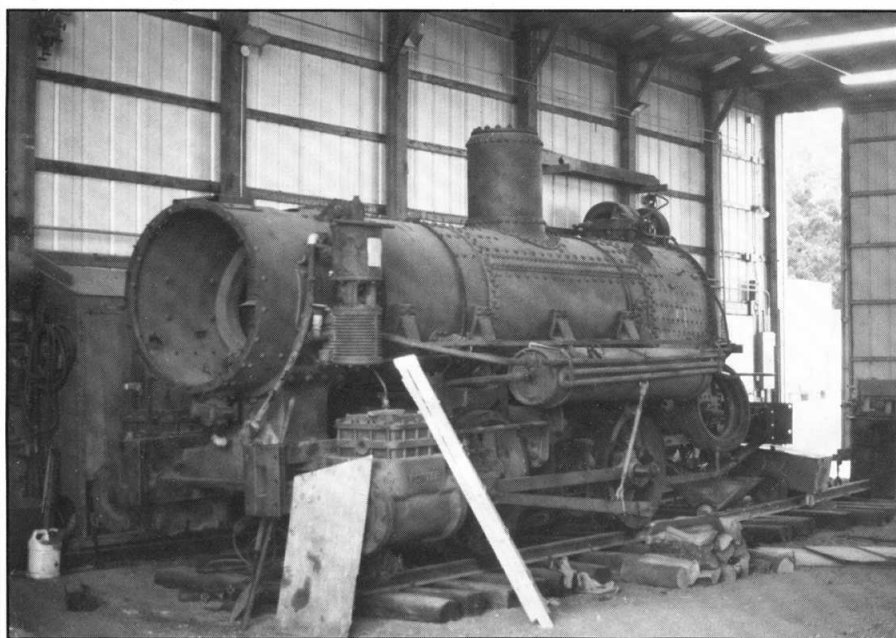
#353 by the home built tank. Note that the footboards have been replaced by a cowcatcher. Aaron Isaacs photo.

stockcars that look great from the left side. Walk across the tracks, however, and the right sides have been

removed. Each car has side-facing bleacher seating. The passengers climb up steel steps that are permanently attached. The whole thing looks a little strange, but it makes sense when it comes to handling the huge crowds. A wood NP caboose (unmodified) carries the markers.

The track makes a squared off two mile loop that circles the grounds. The curves are sharp and there's a 2% grade on one side that makes the engine bark nicely. There is a stop on each side, one of which has a restored depot and water tank. Another depot is located along the tracks, but is unused. Also on display is the former SP&S Empire Builder sleeper Mount St. Helens. A second engine, a small Porter 0-4-0T, is in mid-restoration.

About 25,000 people ride each Labor Day weekend.



This Porter 0-4-0T is the latest locomotive project at Rollag. Aaron Isaacs photo.

THE RESURRECTION OF STEAM LOCOMOTIVE #353

-Dr. Gerald Parker

Editor's note: This article originally appeared in *Engineers & Engines* magazine. It is reprinted with the author's permission.

It all started innocently enough. Most of us belonging to Western Minnesota Steam Threshers Reunion had heard about a steam locomotive that was operating in St. Paul.

The existence of this anachronism was due to a serendipitous condition existing at Koppers Coke, a coal gasification plant; namely an extremely cheap supply of coal.

Engine #353, made by the American Locomotive Works in 1921, was purchased by the WMSTR in January 1972. Our organization decided to go where James J. Hill dared not. We would bring the railroad to Rollag.

The locomotive was sitting outside the roundhouse of the Minnesota Transfer Ry. They graciously offered us a stall in the building for the work. One cold day in Feb. 1972, a group of 12 members attacked the



When is a mogul not a 2-6-0? When it's one of these, whatever that is. The depot is from nearby Baker, MN, on the GN Fergus Falls line. Aaron Isaacs photo.

worn out behemoth with all manner of wrenches, bars, torches and just plain muscle and in a long day stripped every bit of pipe, valve and gauge from #353.

Our plan was to divide the restoration work between the " Fargo bunch" and the Minneapolis-St. Paul bunch". So one day in March 1972 a crane lifted the boiler and placed it on a low-boy trailer headed for Fargo and the yard outside Larson Welding and Machine. Following the boiler

were two other trucks carrying the tender and the its running gear.

The boiler was sound but the firebox was in much need of repair. Old repair jobs in it needed re-doing, staybolts needed replacement and some work on the flue sheet was necessary. One of our members devised a repair plan which was submitted to the boiler inspector in Minnesota. Our membership came through by providing three certified welders who could do this sort of work and who could give evenings and weekends to the project.

Four corners of the firebox were removed, new corners shaped and welded back in, staybolts replaced, and the bottom row of flues taken out, retipped and put back. One member tore down the duplex air compressor and rebuilt it. The old cab was torn off and a new one fabricated. The boiler was sandblasted and primed. The superheater was taken out and a bypass constructed for the superheater header. New mesh and baffles were put into the smokebox. All holes into the boiler were retapped and strengthened.

Meanwhile the running gear was pushed into the roundhouse in St. Paul and the metropolitan boys got



The grade is 2% approaching the engine house, which sits astride the main line. Aaron Isaacs photo.

busy devising a plan. It was decided that the running gear needed to be torn down completely and rebuilt from the bottom. The frame was jacked and blocked, and the three drivers were rolled out towards the door. Parts were labeled and laid out on the floor. The cylinders, pistons and piston valves looked just fine, but everything else was in need of adjustment, replacement and cleaning. The crank pins were out of round and the connecting rod brasses were in bad shape and needed to be made over. One of our crew designed a machine to attach to the crank pins to turn them down.

An examination of the tires showed much wear and that they would have to be replaced or re-machined. We needed to take off the tires and at this point the Mid-Continent Railway Museum came to our rescue by loaning us their "fire hoop". In May we fired this up and heated each of the tires so they would come off the wheels.



A typical crowd waits to board. The steps are attached to the cars. Aaron Isaacs photo.

The tires were hauled up to Larsen Welding with the thought that we might be able to machine them on the BIG lathe. After two days of set-up time we were able to do nothing but make noise and gouge grooves in the tires. We just did not have the right machine for the job. We learned that if we were able to machine these tires back to ideal form there would not be

sufficient bulk left to hold up under the strain of operation. We ordered new tires from a company in Pennsylvania. A few days later they were but on using the "fire hoop" as before.

The running gear crew was broken into two shifts. We worked alternating evenings and weekends so as not to get too tired of the project.



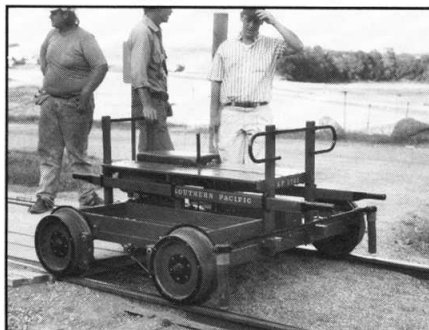
#353 approaches the main station on the loop railroad. Aaron Isaacs photo.

The day came when the running gear was ready to be out shopped and shipped up north to be reunited with the boiler. A large crane was hired and it was loaded on a truck and hauled up to Larson Welding.

In March 1977, arrangements were made with Burlington Northern to use a stall in their Dilworth roundhouse for the completion of the project. The running gear and boiler were hauled out to the yards and after several years apart, the boiler was placed on the running gear in June 1977. Now it was starting to look like a locomotive again and we were beginning to see that our project might yet be completed. It would spend almost a year at Dilworth. The arduous task of reinstalling the hundreds of feet of pipe, the dozens of valves, the lubrication system, and the brake rigging was taken on by two of WMSTR's most dedicated members.

In March 1978, we made a ramp, laid track on it, and pushed the 353 onto a LARGE lowboy trailer. Slowly the truck made its way to Rollag with the 150,000 pounds of motive power. Two 50 ton cranes gingerly off-loaded the engine onto our tracks. After more work, #353 had a fire in its boiler and produced steam and moved down our tracks in September 1978.

Of course we were smart enough to realize that when one has a train,



It doesn't have to be big to be beautiful. Tom Dethmers inspects this spotless green wooden speeder. Aaron Isaacs photo.

one needs a railroad. An initial survey showed the feasibility of building a two-mile circle that would ring our property.

Shortly after the locomotive was procured we found we could obtain a two mile branch line about 130 miles north of Rollag just for the taking. A work crew was put together, a spike puller fabricated, and away we headed to tear up this line. In a period of two months it was completed. We now had 21,000 spikes, 6000 ties, 740 rails and the wood from three bridges. Later we would buy more ties as about half of the original amount were rotten. They were cut and split for burning in our steam traction engines. Thousands of the spikes were bent and one of our blacksmiths straightened these.

The grade was prepared and

large work crews started the task of laying ties, rails and driving spikes. We found out just how much work this was. If any of the work up to now had seemed difficult, this obstacle seemed insurmountable. The work went slowly and enthusiasm was difficult to maintain. (Ed. note: It didn't help that they spaced the ties a couple of inches apart.) But, after several summers we had about 3/4 of a mile laid, tamped and leveled. We tried not to think about the rest.

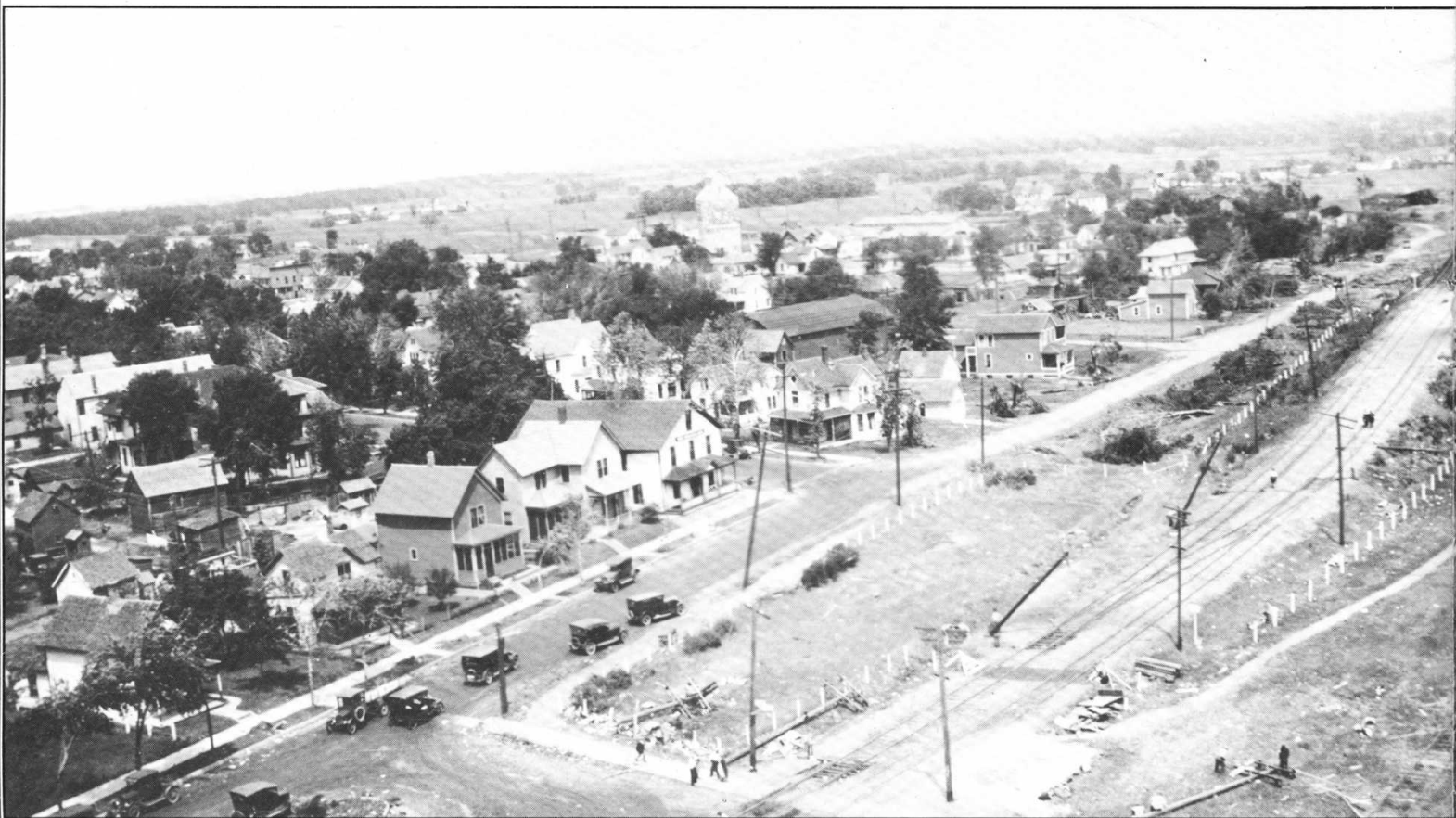
In 1974 two depots were moved onto the grounds and we began to realize that every locomotive needs a "roundhouse". In 1976 we built a 36'X72' building and ran our mainline right through it. Not very round but it would do nicely.

During the fall of 1981 and the spring of 1982 the rest of the track was laid. The completed line runs along our lake and through a 14 foot cut. We have a wye as well for reversing the train to equalize wear.

The first circumnavigation of the grounds by #353 took place mid-summer of 1982. For most of us it is a reminder of the way things used to be. For many who come to our annual show, it is the only steam locomotive they will ever see in operation. We have not forgotten the railroad at Rollag.



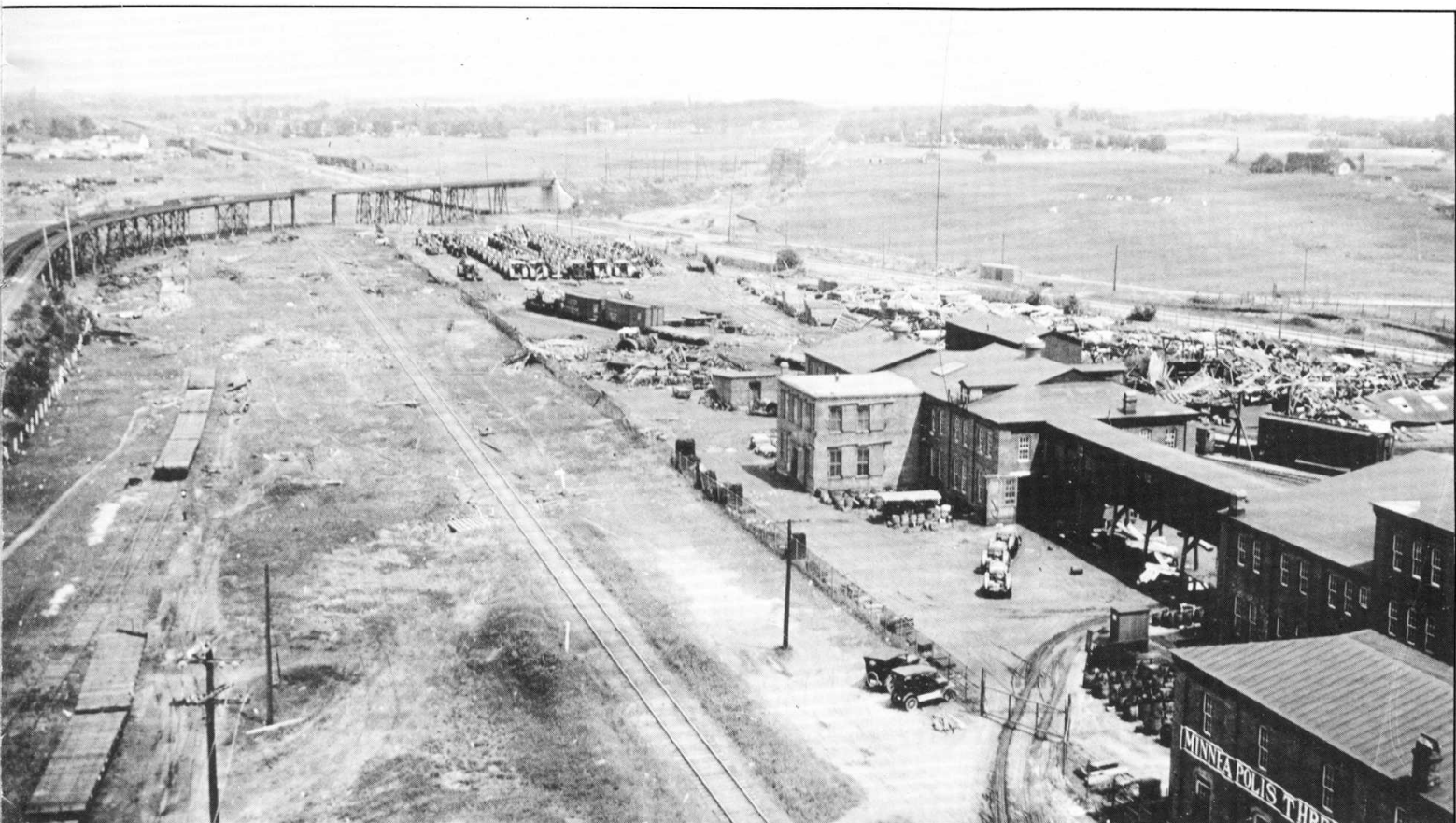
The tractors outnumber the trains pretty heavily. Aaron Isaacs photo.



This panoramic view looking east was taken from atop the Minneapolis-Moline plant following a killer tornado in the 1920's. Road. The trolley stop at left was demolished. Hopkins Historical Society collection.



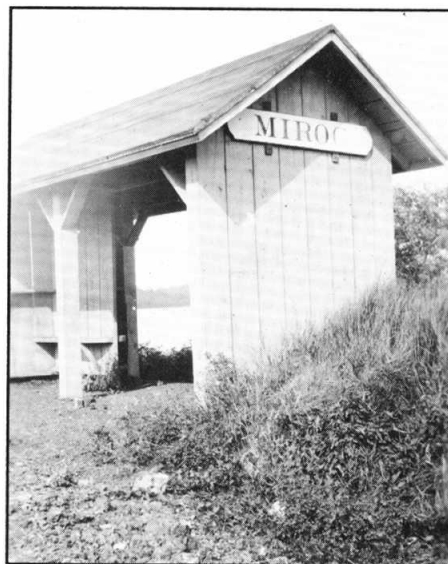
Crossing the viaduct. Hopkins Historical Society collection.



From left to right are the tracks of Twin City Lines (crossing the trestle), Great Northern, Minneapolis & St. Louis and the Milwaukee



Milwaukee Road mikado #345 blasts through Hopkins on its way to Montevideo, the next division point. The depot is still active. Ray Norton collection.



Above - **OBSCURE DEPOTS ON PARADE.** Miroc was a flagstop on the Minneapolis & St. Louis in Eden Prairie, near Lake Riley. Hopkins Historical Society collection.

Left - This view near the Moline plant was also taken after the 1925 storm and shows the main line west of 9th Ave. Hopkins Historical Society collection.
Below - A gate car boards passengers at the 9th Ave. stop in Hopkins, just before heading over the trestle and on to Minneapolis. Note the Great Northern's small depot. MTM collection.

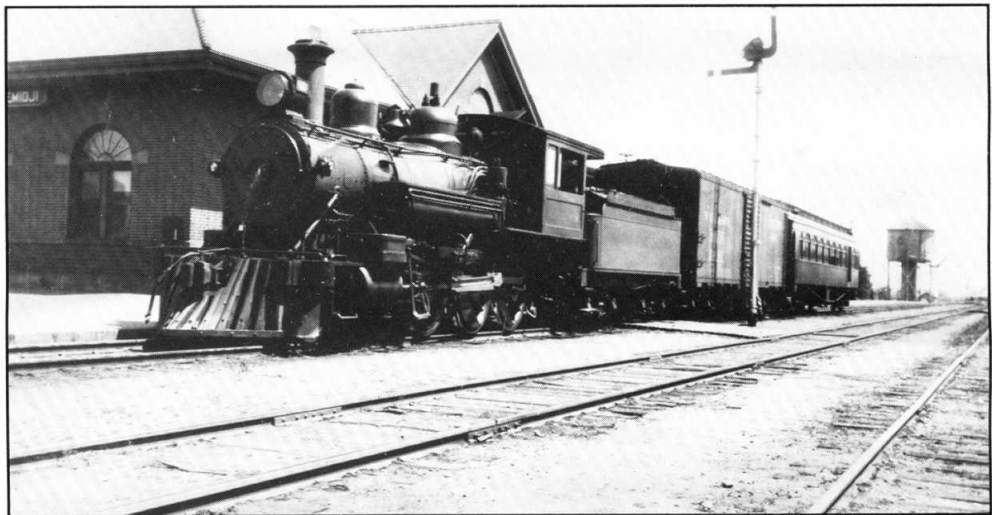




A young Ray Norton with a very polished Great Northern 4-8-4 at the GN depot in Minneapolis. R.V. Nixon photo. Ray Norton collection.



Train #508 with 4-6-2 #504, pauses at the Hudson depot about 1955. John Malven photo. Hudson Observer collection.



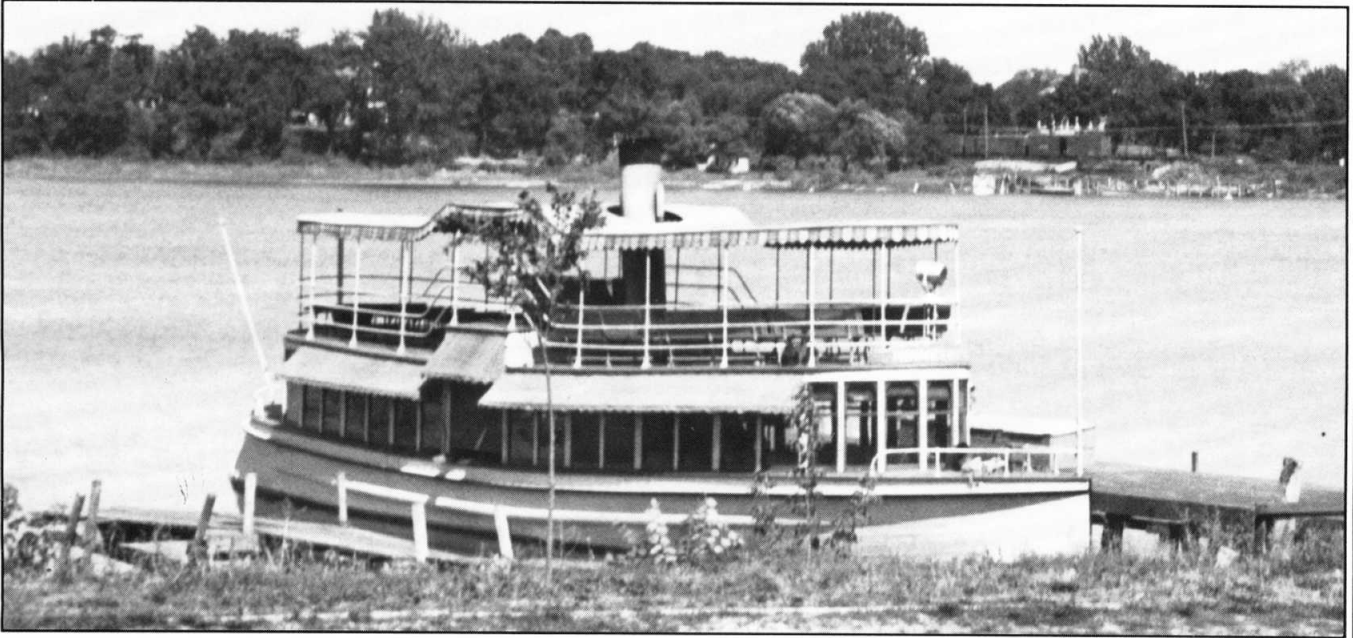
NP Northern #2677 barrels past the Elk River depot. Note the banjo signals protecting the crossing. John Malven photo. Ray Norton collection.



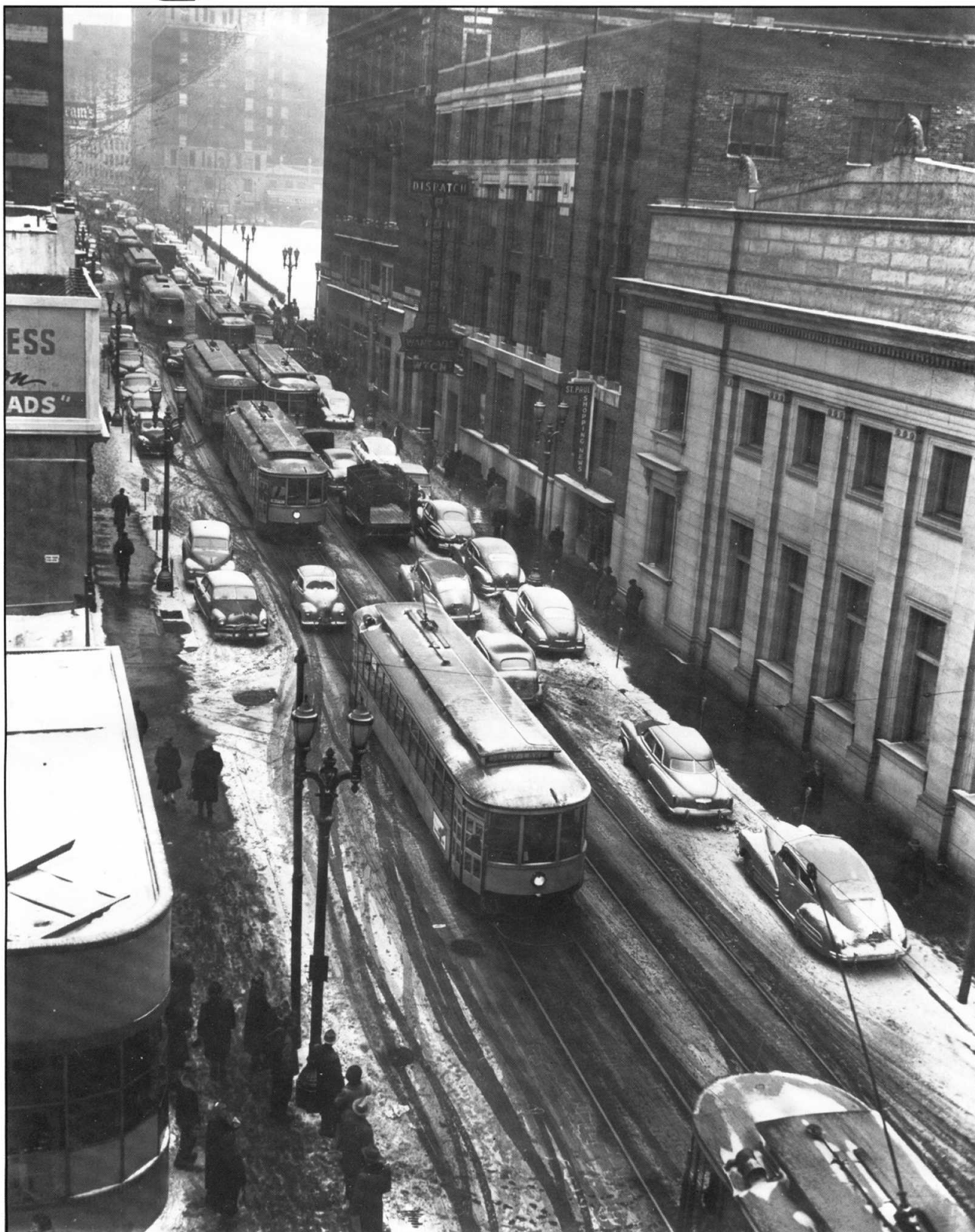
The Minneapolis, Red Lake & Manitoba ran 34 miles of logging railroad from the shores of Red Lake south to Bemidji, where it fed the GN, NP and Soo. It lasted until 1938. In these three views, well proportioned Baldwin 4-6-0 #4, bought new in 1912, is seen in Bemidji. The sequence of the photos is guesswork, but #4 appears to (Opposite top) back past the station to the (Above) turntable where it takes a spin. It then (Opposite middle) returns to the depot and waits to lead the mixed north. Ray Norton collection.



Only the streetcar boat Hopkins survived after the others were sunk in 1926. Renamed the Minnetonka, it ran in excursion service and survived until 1947. Modified with side awnings and a large bird on the bow, she sits at the Excelsior dock in 1936. Photos by Dr. E.L. Arey.



The Northern Pacific employee marching band on a company outing at Taylors Falls, sometime in the 1940's. Minnesota Historical Society collection.



This is not a normal situation. On March 10, 1950, a building burned and collapsed on 7th Street in downtown St. Paul, forcing streetcars to detour via 4th Street. This is looking west on 4th at Minnesota St. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

Inside rear cover - A Minneapolis & St. Louis local switches the mill in Excelsior in 1936. Dr. E.L. Arey photo.

Rear cover-Mike Buck is the Como-Harriet line's portrait photographer. He arrives with all manner of scaffolding, lighting and cameras and works at it until the picture meets his exacting standards. The inaugural outing of all three streetcars was a good excuse to get the gang together for just such a session.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!